

gave some reasons why the Democracy was beaten last year, but he did not give the real one, which was that the people utterly repudiated the expressed desire of the Democratic leaders who, last year, sought to limit the powers and recall, at least in part, the prestige of native land and her flag. The Congressmen who would stop the building of a navy and curtail the efficiency of the Naval Academy, should make a note of that fact and try to take on the real spirit of the American people.

HON. GEO. SUTHERLAND.

George Sutherland will be an honor to Utah in the senate of the United States. There has never been an aspersion against his honor or perfect integrity; he is a fine scholar and lawyer; he knows Utah and her needs as well as any man within the borders of the State; he has every incentive to make for himself a high name as senator, and to do so, no one better than he knows, that unselfish devotion to his State and country, is the prime requisite. He is at just the right age to put forth all his best faculties, we expect for him a growing fame and with it increasing influence in the estimation of his brother senators. No man has any string upon him, he is under no obligations as a senator or man except to perform his full duty both as a senator and man. We congratulate him and predict that the time is close by that the men generally of this State will congratulate themselves that they have such a representative in the senate of the United States.

When Apostle Smoot referred to ex-Governor McConnell as one of the flowers of the West, he was doubtless thinking of the heliotrope, not the pond lily.

A STARTLING RACE QUESTION.

The account wired of the meeting between Generals Stoessel and Nogi says: "General Stoessel said he had heard that General Nogi had lost both his sons, and praised his loyalty in thus sacrificing his sons who had died fighting for their Emperor, and country." Then the account says: "General Nogi smiling replied: 'One of my sons gave his life at Naushan and the other at 302-Metre Hill. Both these positions were of the greatest importance to the Japanese army. I am glad that the sacrifice of my sons' lives had been in the capture of such important positions as I feel the sacrifices were not made in vain. Their lives were nothing compared to the objects sought.'"

The white races of the earth should thoughtfully consider those words of the chieftain who has just performed one of the most wonderful feats of all time.

There are fathers in all lands who under such circumstances, might say: "My sons died for native land on the battle's extreme edge, but I will not murmur, because thousands more of the sons of my country were dying at the same time," but not many could "smilingly" say "their lives were nothing compared to the objects sought."

Russia should try to estimate what that kind of patriotism means before it sets another army in battle line against such foes. It means that before she can complete the conquest which she has in view, one or two or three millions of those men will have to be subdued, and it is hard to subdue them, except by killing them. To do that, how many Russians will have to be killed?

The white races generally should make a note of the matter, and revise their estimates of this new world power that has sprung into life to astound mankind.

When Rome was in her glory, the fear and admiration of the world, many an act of lofty self-abnegation and sacrifice on the part of her sons was recorded.

When Regulus, a prisoner, was sent, on his honor, to return, with a proposition of settlement, and he advised the Senate of Rome not to ac-

cept it, knowing at the time that it meant death by torture to him, the world was thrilled, and the story has come sounding down the stairs of the centuries as one of the ancient world's wonders. But suppose it had been the son of Regulus that would have been the sacrifice, what then would have been his counsel? Would he have "smiled" and said: "My son's life is nothing compared with the object sought?"

Peace should be made with Japan, if possible. The offer should be made to her to give her control of Korea and that Port Arthur should no more be fortified. She might with an indemnity accept that and in the interest of the world's peace Russia should accept it, for should the Brown and Yellow races combine, the outside world would stand upon a volcano, which at any moment might become a Mount Pelee.

SALT LAKE LIGHT AND CAR SERVICE.

The light and street car service of this city is a source of perpetual apprehension and heart-burning. The last intimation is that the cars on First Street are to be removed, after having been in operation for a dozen years, on the ground that they do not pay. Why do they not? The road for a steam railway would not cost to exceed \$5,740 per mile, using 56-pound rails. The figures would be about as follows:

38 tons steel rails @ 30	\$ 2,640
2,800 ties	1,400
Grading	1,000
Plates, bolts, etc.	500
Laying track	200
Total	\$ 5,740
Or for double track	\$11,480
For two miles, about the length of the street,	\$22,960.

A steam motor and two fine coaches would not cost to exceed \$15,000, or a total cost for the road equipped, \$37,960. To operate this both ways, five times an hour for 18 hours, would give 180 trips. The cost would not exceed \$25 per day, including two men to keep the road in repair. That for a year would amount to \$9,125. Add to this one per cent for taxes, two per cent for depreciation of rails and rolling stock, and six per cent profit, in all 9 per cent, on the cost, making \$3,416.40, and the total annual cost with a fair profit added would be \$12,541.40 or \$34.40 per day, or less than 4 passengers per trip. That would be for a steam road and every estimate is a high one. If with the present service it does not pay, there must be a reason.

Again, no town on earth pays so much for the service rendered as this town and people pay for electric lighting. The reason given for the exorbitant charges is that the enterprise does not pay. Why? We believe the reason is because the trust has been drowned by the water in its stock. The light and power company has sold \$5,000,000 worth of bonds, and the patrons have to pay above all the expenses of the company \$250,000 per annum interest.

We believe a duplicate of the entire plant could be made for \$3,000,000 and that proposals from entirely reliable firms to make such duplicate plans could be obtained. So far as this city is concerned, we think a sufficient steam plant, 150 miles of first-class, fully equipped road and a full lighting plant could be contracted for at a sum not to exceed \$2,700,000.

If the car company decides to stop the service on First street, then the city should annul the company's charter—it never paid a cent for right of way—and order it to remove its track.

Then the city should try a little experiment in operating one small utility on its own account, by establishing a small power and light plant, putting in a new track and comfortable modern coaches and run the cars and light the houses along the street, and test this matter of straight business in competition with the monopoly.

Or it could macademize the street and put on passenger automobiles, like those so much in vogue in the East.

We understand that the city of Logan supplies the citizens with light at about one-fourth what is charged here and clears \$1,000 per month.

Our belief is that had this city put on its own car and electric light service, it would now be paying all expenses, interest and sinking fund charges and would still have had enough money left to meet the current expenses of the city.

The statement that the car company supplies a service as good as in cities of 150,000 people in the East is all humbug. The blocks here are from two to four times as large as in the East, and as for the character of the service let anyone go to Eastern cities and judge for themselves.

Returning to First street, it will not be forgotten that when the company put on its cars, it by the act entered into an implied contract to give the people a swift car service. It was on that contract that men bought lots and built homes the whole length of that street.

As a flower, Judge McConnell is not one of the kind that was born to "blush unseen."

THE PANAMA CANAL.

An interesting article in last Sunday's San Francisco Chronicle gives a vivid picture of the situation along the Panama canal route, what is being done, and what is proposed.

Not much excavating is being done as yet, the experts are preparing plans, the chief labor is by the sanitary corps to get the place in a condition for men to work. A general shaking up of things; the abatement of nuisances, the killing of mosquitoes, the draining of lakes and ponds and covering stagnant water that cannot be drained, with oil, and the bringing in of a pure supply of water to Panama, keep a little army employed. More than a thousand men are killing mosquitoes. Some declare that there is no Chagres fever, that what was believed to be that is merely mosquitoes. One enthusiast predicts that when the work is finished, Panama will be one of the healthiest of cities. The writer says that the French seemed utterly indifferent to the number of lives sacrificed when they were at work—that the laborers died simply by thousands.

Those in charge now intend to use fewer laborers and more labor-saving machinery.

We suspect that when the real work shall be inaugurated, the machinery that will be in use will be more perfect and varied than was ever seen before on any public or private undertaking. It is going to be a tremendous work. It is not much wonder that the French finally lost heart in view of the obstacles before them. This the Americans must never do. The honor of the Great Republic is at stake. It is one of those undertakings which must be carried through. The world is watching and failure would be a mighty blow to American prestige.

On the other hand, with the work carried through to triumphal completion, it will be an eighth wonder of the world, compared with which the seven wonders of old will all seem tame and poor. The motive behind it, too, is loftier than of old. Six of the seven wonders were tombs or monuments to the dead, or offerings to the gods, while the other was the expression of a wife's devotion to her dead husband. The canal will be a monument to modern progress, a signal station to commerce, a mighty national defense. Not an exhibition of some sovereign's pride and power, not the work of unrewarded slaves, but an exhibition of the science and power of a mighty nation working in the interest of progress, expansion and the world's peace. It will cost vast sums of money, a good many lives, but when completed, commerce will have added one more route to its circle of the earth; it will be as a fortress to